

The Hongkong Telegraph.

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NEW SERIES No. 5207

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WEDNESDAY, OCTOBER 31, 1906.

三拜禮

號一十三月十英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$20,250,000
Sterling Reserve.....\$20,250,000
Silver Reserve.....\$20,250,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq.
A. J. Raymond, Esq.
R. Goett, Esq.
R. Shewan, Esq.
Hon. Mr. W. J. Gresson
N. A. Sieb, Esq.
C. R. Lenzmann, Esq.
H. E. Tomkins, Esq.
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:
HONGKONG—H. E. R. HUNTER.
SHANGHAI—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$1,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 9th October, 1906. [24]

NETERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).

RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Padang, Medan (Deli), Palembang, Kotaradjia (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4 1/2 do.

Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [28]

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.
Hongkong, 1st June, 1906. [67]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP....." 21,000,000

CAPITAL UNPAID....." 3,000,000

RESERVE FUND....." 13,700,000

Head Office:—YOKOHAMA.

Branches and Agencies:

YOKOHAMA, HONOLULU, SHANGHAI, NEWCHANG, LYONS, MURDEN, SAN FRANCISCO, PORT ARTHUR, HONKAI, CHEFOO, TIENTSIN, DALNY, KOBÉ, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD., PARKS BANK, LD., THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent. per annum.

On Fixed Deposits for 12 months, 4 per cent. per annum.

On Fixed Deposits for 6 months, 3 1/2 per cent. per annum.

On Fixed Deposits for 3 months, 3 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 22nd September, 1906. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£200,000

RESERVE FUND.....£200,000

RESERVE FUND.....£200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent. per annum.

On Fixed Deposits for 6 months, 3 1/2 per cent. per annum.

On Fixed Deposits for 3 months, 3 per cent. per annum.

T. P. COCHRANE,
Manager.
Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000

CAPITAL PAID UP.....\$3,250,000

RESERVE FUND.....\$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

For 6 months 4 per cent. per annum.

For 3 months 3 1/2 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

H. PINCKNEY,
Manager.
Hongkong, 17th October, 1906. [20]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.

7.30 a.m. to 9.30 a.m. ...Every 10 minutes.

9.30 a.m. to 11.00 a.m. ...Every 15 minutes.

11.30 a.m. to 12.45 p.m. ...Every 15 minutes.

12.45 p.m. to 1.15 p.m. ...Every 10 minutes.

1.15 p.m. to 1.45 p.m. ...Every 15 minutes.

1.45 p.m. to 2.15 p.m. ...Every 10 minutes.

2.15 p.m. to 3.00 p.m. ...Every 15 minutes.

3.00 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.

9.00 a.m. to 9.30 a.m. ...Every 30 minutes.

9.30 a.m. to 10.30 a.m. ...Every 15 minutes.

10.30 a.m. to 11.00 a.m. ...Every 10 minutes.

12.00 Noon to 1.00 p.m. ...Every 10 minutes.

1.00 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 6.00 p.m. ...Every 10 minutes.

6.00 p.m. to 7.00 p.m. ...Every 15 minutes.

7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, Liquidators.
Hongkong, 27th August, 1906. [67]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Liquidators.
Hongkong, 28th May, 1906. [18]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	MALTA	About 3rd November	Freight and Passage.
LONDON, &c., via usual Ports	SIMLA	3rd Nov.	Freight and Passage.
YOKOHAMA, via SHANGHAI, MOJI and KOBE	FORMOSA	About 4th November	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE	About 7th November	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 31st October, 1906.

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

FOOTBALL BOOTS.

CHROME

AND

RUSSET

LEATHER.



FROM

\$5

Per Pair.

HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906. [140]

AQUARIUS CO'S AERATED WATERS

ARE THE BEST OBTAINABLE ON THIS MARKET.



TRY
AQUARIUS WATER IN QTS., PTS. & SPLITS.
SILENT WATER,
TONIC WATER,
BELFAST GINGER ALE,
LEMONADE,
STONE GINGER BEER.

CALDBECK MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 24th October, 1906. [146]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary,
Hongkong, 6th July, 1906. [709]

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 13, Hotel Mansions, on SATURDAY, November 3rd, at 12 Noon, for the purpose of presenting the Report and Statement of Accounts to September 30th, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st October to 3rd November, both days inclusive.

J. W. KEW,
Manager.
Hongkong, 24th October, 1906. [1032]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 19th November, 1906, at 11 A.M. for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th November, 1906, both days inclusive.

By Order,
S. A. SETH,
Secretary.
Hongkong, 19th October, 1906. [1048]

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sonrabaya, Manila, Amoy, Shanghai, Chofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malsura, Kure, Shimonosaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakura, Yoshinotani, Yoshio, Yonokibara and other Coals.

S. TANAKA, Manager, Hongkong. [45]

THE CITY OF PARIS,

MADAME FLINT, Manageress.

JUST RECEIVED AN ENTIRE NEW STOCK

LADIES' COSTUMES & MILLINERY

EXCLUSIVE DESIGNS FROM PARIS.

CHILDREN'S COSTUMES and COATS

IN NAVY, CREWMAN and CARDINAL SERGE.

BEST LONDON MAKE.

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE.

Hongkong, 23rd October, 1906. [855]

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [55]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [71]

NIKKO CO.

WHOLESALE and RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906. [510]

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE FOR SANDWICH.

PUREE DE FOIE GRAS Do.

AND

Other Picnic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and CAKES.

CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.

ALSO

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "IOWAN," 2,338 tons Captain W. A. Valentine.
 " "FATSHAN," 2,360 " " R. D. Thomas.
 " "KINSHAN," 1,995 " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a Second Departure about 7 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,190 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-UCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 " "NANNING," 569 " " A. McKinnon.
 One of the above steamers leaves Canton every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 29th October, 1906. (10)

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU.....	JAVA	Second half November	JAPAN	Second half November
TJILIWONG.....	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP.....	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS.....	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS.....	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 19th October, 1906. (15)

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906. (14)

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C. 59, Denbuck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905. (48)

Dentistry.

Dr. M. H. OHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VŒUX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 12nd July, 1905. (170)

TSYN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARQUILLER STREET.
 REASONABLE FEE.
 Consultation Free.
 Hongkong, 20th July, 1904. (68)

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTIWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship PRINZESS ALICE, Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th November, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 6th November.

Content of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.
 Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$32.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
TO NEW YORK VIA SUEZ	64.00	44.00	26.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON	68.00	46.00	27.00
Return	123.00	83.00	49.00

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 13th November.
PRINZ SIGISMUND	3,301	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 8th January.

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Hongkong, 25th October, 1906.

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THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

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Yokohama, May 23rd, 1905. (39)

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Hongkong, 2nd October, 1906. (107)

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Hongkong, 10th Jan'y 1907. (12)

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Hongkong, 1st October, 1906. (109)

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Hongkong, 15th October, 1906. (1009)

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Hongkong, 26th September, 1906. (1949)

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Hongkong, 5th September, 1906. (172)

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

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Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

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Hongkong, 1st March, 1906. (1269)

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Hongkong, 26th October, 1906.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCT. 31, 1906.

THE WHITE PLAGUE.

Any publicity that can be given to the statements of scientists who are engaged in strenuous endeavours to combat the dreadful scourge of tuberculosis should be welcomed in the interest of humanity. Were the researches of the two eminent physicians who have been conducting investigations with the object of rendering human beings immune from the "white plague" to be carried to a successful issue, the world at large should benefit to an extent commensurate with the dreadful ravages of the insidious disease. From a recent report from Roubaix by Consul W. P. Atwell it is now thought that Drs. Calmette and Guérin of the Pasteur Institute of Lille have finally discovered a vaccine which will render humanity immune from the dreadful scourge of tuberculosis. On June 12 Dr. Albert Calmette of Lille read a paper before the Academy of Sciences in which he embodied the researches which he has made in company with Dr. C. Guérin with regard to infection from tuberculosis and its remedy. The following is a translation, which we extract from an exchange, of their conclusions concerning this most important matter: "Many experiments have demonstrated that tuberculosis bacilli destroyed by heat or other agents pass through the walls of the intestines as readily as living bacilli and are found in the mesenteric ganglia and lungs, we experimented with the object of discovering whether young animals—such as calves and kids that had been made to swallow

two doses, the second forty-five days after the first, of from five to twenty-five grams of dead bacilli or bacilli whose virulence had been modified—could endure with impunity the injection of a meal of five centigrams of fresh tuberculous matter taken from a cow, matter which would be surely infectious under ordinary conditions. We are now convinced that bovine bacilli destroyed by boiling for five minutes, or simply heated during the same period, will, for five months and even for a longer time to which it is not now possible to fix a limit, vaccinate perfectly against virulent infection through the digestive organs. We shall publish before long a detailed account of these experiments, as well as others in progress for which we have used treated bacilli from various sources and bovine bacilli treated by iodine and by hypochlorite of lime. Our belief, founded on experiments, now is that young calves may be vaccinated by simple intestinal absorption of bacilli subjected to heat and that this method of vaccination is not dangerous. If further experiments justify the application of this method as a preventive against bovine tuberculosis, nothing can be urged against its application in the case of human beings. We think it will be possible to guard children against natural infection by giving to them a few days after birth, and again a few weeks later a very small quantity of tuberculous bacilli of human and bovine origin subjected to heat and mixed with a little milk. The only precaution absolutely necessary, and one not always easy to apply, would be to guard children thus vaccinated against all tuberculous contamination for a period of at least four months. Special nurseries might be founded for new-born infants of tuberculous parents, where they might be protected against all tuberculous germs until they had acquired immunity through vaccination. We believe that these difficulties would be readily overcome in order to insure such immense advantages as those gained by rendering humanity refractory to tuberculous contagion." It is learnt that after Dr. Calmette had read his communication, Dr. Roux announced that he and Dr. Villier of Alfort had been engaged in similar experiments and that the results obtained by them coincided remarkably with those of Drs. Calmette and Guérin. Consul Atwell remarks that while Dr. Calmette's experiments are not yet quite conclusive, the matter is one of such interest to humanity that all investigation in this line should be given publicity.

LOCAL AND GENERAL.

OWING to cable defects, telegrams from and to the Continent of Europe may suffer some delay during the next few days.

THE gun practice arranged for the 30th instant, by the Major-General's staff, will take place tonight at the same time.

At the Legislative Council to be held to-morrow, Mr. H. J. Gompertz, Senior Police Magistrate, will be sworn in as Attorney-General, in succession to Sir Henry Berkeley, K.C., retired.

Mr. H. J. Gompertz sat for the last time to-day as police magistrate. He leaves the Magistracy to take up his new appointment as attorney-general. We wish him success in his new office.

THERE will be a practice game to-morrow afternoon on the Hockey Club ground, at 5 p.m. Members who have not been notified, and intending members, are requested to turn up, and it is hoped that a good muster will be present at this opening game.

It is announced that Admiral Ingo, Chief of the Naval Staff Board, Viscount Hayashi, Foreign Minister, and Vice-Admirals Shibayama and Samehima have had their official rank raised to the Third Class of the Senior Grade from the Third Class of the Junior Grade.

THE Marquardt have returned from a successful concert season in Manila. For Marquardt, the violinist, and his wife, the harpist, who will be remembered by many who heard them in Hongkong five years ago, will give a concert at the Peak Hotel on Monday next, when they will be assisted by Mrs. R. H. Newborn, soprano, and Mr. George Grimble, at the piano. An excellent programme may be expected from these artists.

If any sign were wanting of the approach of what we call the winter season in this Colony, it is surely to be found in an observance of the energetic manner in which coolies are everywhere engaged hauling down, and packing in their swaddling clothes, the punkahs, which have been so necessary and welcome for the last six months, and which, like the dormouse, will now hibernate, until the advent of the next hot season calls for their resuscitation.

A COOLIE by name Kwok Yeung, who gave the police to understand that he lived at No. 12, Tai Wo Street, Wanchai, walked into the Royal Dutch Petroleum Company's premises, at North Point, yesterday afternoon, annexed four dollars' worth of copper, and got arrested. He came before Mr. F. A. Hazelland, at the Police Court to-day, and was sentenced to three weeks' hard labour and three hours' stocks. "This makes the second attempt during the last two days of coolies trying to separate the Company from its copper," said an officer, "and it would not surprise me at all to hear that the next coolie is charged with attempting to steal one of the oil tanks!"

THE "HANKOW" FIRE.

THE JURY'S VERDICT.

EXPERT'S EVIDENCE TAKEN.

Mr. H. J. Gompertz, presiding as Coroner, and a jury, comprising Messrs. A. Course (foreman), T. G. Drakeford and G. Rapp, continued the inquiry at the Magistracy this morning, touching the deaths of those persons who were killed on the 14th instant, as a result of the fire on board the steamer *Hankow*.

Inspector Wainock, Detective-sergeants Watt and Grant, of the Central Police Station, and Sergeant Davis, of the Water Police Station, watched proceedings for the police.

KISSING THE BOOK.

Dr. O. Mariott was the first witness called and he objected at first to be sworn by kissing the Bible, saying his objection was a satirical one. His Worship said he could not swear the doctor in any other way, and the Bible was finally resorted to.

NO MEDICAL AID REQUIRED.

The doctor, sworn, said he was on the spot when the fire broke out on board the *Hankow*. The fire got very fierce soon after, but it did not appear to the witness that there were any one on board at the time, although he people were being rescued from the water. Soon after he saw about twenty or thirty persons on the deck of the burning steamer. Witness attended to a few persons who were rescued from the water, but they were past aid. He inquired of a police officer whether there were any persons requiring medical assistance. The inspector replied in the negative, adding that those that were rescued were dead. Witness then left.

The Coroner: Would you have remained if you were wanted?

Witness: Yes, until another doctor came to take my place.

The Coroner: So from the condition of affairs you satisfied yourself that you could do no good?

Witness: No.

INADEQUATE WATER SUPPLY.

Arthur Lane, assistant engineer and station officer of the Fire Brigade department, was the next witness called.

The Coroner: You are an expert in fire brigade matters?—That's what I was trained to.

The Coroner: You do not know?—No.

What did you do when the fire bell rang?—I went up to the tower to locate the fire and assist the men on the tower to ring the bell, and to inform the Central Police Station of the matter. Then I went downstairs and turned the station out—that is all the machines. I then went to the fire.

The Coroner: Can you tell what time you got there to the *Hankow*?

Witness: About 3.08 a.m. Continuing: When I got there the ship was well alight and the hose reels had arrived. The hydrants were then put to work. I could see there were people in the water and I tried to assist one or two out from the steps. By that time more firemen had arrived. Finding the hydrants were weak, I sent back for more pressure, and also dispatched a message to No. 2 Police Station for their Wanchai engine.

The Coroner: How long after you arrived at the scene of the fire did the engines arrive?

They were following me all the way down. How many hydrants did you have at work?—Five.

Can you give the time when the Wanchai engine arrived on the scene?—I could not say. The engine had to come all the way from Wanchai, but it was there when the Governor arrived.

Did you have a pressure of 100 pounds from the hydrants?—No, we were only getting from between 60 to 70 pounds.

When you sent for more pressure did you get it?—Yes.

Who controls the pressure of water?—The P. W. D.

Witness, continuing, said that five or seven minutes after he arrived the whole ship was ablaze forward. There was also a moderate breeze blowing at the time sufficient to clear the vessel of smoke. If witness had obtained 100 pounds pressure of water probably the forward part of the *Hankow* would not have been so much damaged. The after part could not be saved anyway. Witness would expect a fire on a ship to spread rapidly when the ship consisted of dry wood, paint, canvas, etc. Witness said that since he had been in the Colony he had seen all kinds of pressure from different hydrants. At one time he got a pressure of 180 lbs., but that depended on the motor at the power house. When a fire is discovered, said the witness, the alarm is first sent to the Central by telephone and from there the other outdoor stations are communicated with. Witness said that, assuming, for example, the Hongkong Hotel took fire he did not think his mains would carry water to the top of the buildings. There was not sufficient water in the Colony to meet any big building that was burning fiercely, and the fire spread.

KIDNAPED GIRL ON BOARD.

P.C. 69 H. V. Parr, of No. 7 Police Station, said he was on the wharf at 10.30 p.m. on the 13th instant, waiting for the arrival of the *Hankow*. She made fast to the wharf at 7.55 a.m. on the 14th instant. As soon as she arrived witness boarded her and saw Captain Branch on business. He then secured a girl on board, who was kidnapped from Canton. When witness was on board a Portuguese watchman ran up and said, "Fire afo!" Witness, the captain, and the first officer were together at the time. As soon as it was known that a fire was on board the officers made for the scene, followed by witness, who sounded his whistle. He got ashore by the forward gangway and went below to see what he could do to the fire. He could not get near enough, however, owing to the rush of Chinese passengers. Witness then remained on the gangway for five minutes until it got too hot to remain there any longer. People were then in the water. Witness secured a life-line and threw it to those in the water. He also threw pieces of timber that were lying on the way into the sea for those in the water to cling to, but they did not avail themselves of the opportunity and so witness took off his coat and entered

the water with other officers. He himself rescued about thirty persons, all alive, for they walked away soon after getting ashore. With the aid of a plan of the *Hankow* witness here pointed out to the jury the place where the fire started.

Witness, continuing, said that while he was on the wharf seeing the ship coming alongside he did not notice any signs of a fire or any smells of kerosene. As soon as the *Hankow* warped to the wharf the Chinese passengers proceeded to go ashore, and many did not know there was a fire aboard owing to the rush. From the time witness blew his whistle to the time he was driven off the gangway by the flames not more than six or seven minutes had elapsed. Witness thought that if the passengers had left their boxes on board when the fire occurred all would have got off safely, but they did not, even those who jumped overboard took their property with them. Chinese Constable 170, who was on duty on the wharf while the *Hankow* went alongside, said a few minutes after her arrival he heard people crying "fo-chuk!" Witness went aboard and saw the fire burning. It was only a small fire then—enough he remarked to boil a pot of tea. Witness made an attempt to pull down the stack of maling, but it got worse, and commenced to burn the upper deck. Then witness blew his whistle.

The Coroner: While you were near the fire did you smell any kerosene?

Witness: There was a smell of paint—the paint from the sides of the ship.

FAILED TO SWITCH OFF LIGHTS.

Robert Thorburn, second engineer, s.s. *Hankow*, said he was on watch in the engine-room on the morning of the 14th instant. Half way down the river his watch began. When the alarm of fire was given he was still in the engine-room. It was about 3.15 then. Witness immediately went to turn the lights off, but failed in the attempt, owing to the smoke. He had great difficulty in leaving the engine-room, and by the time he reached the deck it was time for him to get ashore, as it was dangerous to remain on board longer.

A BOATMAN'S STORY.

Ho Kan, the master of an unlicensed passenger boat, said he was lying off the *Loan* Wharf on the morning of the 14th instant. He heard cries of *kan-ming* coming from on board the *Hankow* and from the water. He pulled up his anchor and went to help. He rescued eight persons from the water and got them ashore. He went back again, but on this occasion the fire on the *Hankow*, which was shooting out from that vessel, caught his boat and it took fire and was burnt to the water's edge. Witness and his three family jumped overboard and swam ashore. By the fire he suffered a loss of nearly \$200.

A CAPTAIN'S STORY.

A captain of a tug, who was in the water, said, altogether she and her family saved about thirty lives. She estimated her loss at \$1,800.

ELECTRIC LIGHT FITTER'S EVIDENCE.

The electric light fitter of the steamer *Hankow* was in the electric light room when the fire broke out on board the steamer. Nothing went wrong with the steamer's lights.

A PASSENGER'S EVIDENCE.

A shopkeeper, carrying on business in Jervois Street, declared he was on board the steamer on the night of the fire. When he left the ship to call a boarding-house runner no fire had occurred. When he returned with the runner there was a very big fire burning on board. His six friends, who came down from Canton with him, could not be seen then. It turned out afterwards that only three were saved, the bodies of the other three being identified by witness in the morgue. Before witness left the *Hankow* he noticed nothing unusual aboard.

THE DEATH ROLL.

L. S. Adlington deposed that at 3.05 a.m. on the morning in question he was aroused by the fire bell and went down with other firemen to the steamer *Hankow*, which was on fire at the time. Witness later went on duty at the Tung Wah Hospital. There he received, on the 14th, sixty-eight dead bodies, on the 15th eighteen dead bodies and on the 16th thirteen corpses. Altogether, 111 dead had been recovered.

ARTIFICIAL RESPIRATION FAILS.

Inspector Wainock, who had charge of the police, supervising the work on board the *Hankow* at the time of the fire, spoke of the time he arrived on the scene, the time the fire brigade got to work earnestly, and the work of saving life. "The inspector said that nearly all who were rescued from the water expired soon after being brought ashore, first and having failed to restore them to life. The names of those who did good work in saving life he gave as follows:—Lieut. Sergeant D. Davis (in charge of police pinnace), who jumped overboard and saved a man from on top of the paddle-box; P.S. 73 Davitt, who rescued many persons; P.C. Parr, Detective-sergeant Grant, and Mr. J. Alves. Any persons, said the inspector, as soon as they were rescued left the scene, and so the police were unable to get the exact number of lives saved, but there were over 100 saved. Witness had not been able up to the present to get the information in the *Hankow*'s cargo was chiefly insured.

OWNERSHIP OF CARGO.

The consignments and consignees of most of the cargo of the *Hankow* belonged to European firms, continued the witness. He examined the ship after the fire but could find nothing that could suggest incendiarism. It was the general opinion that a coalie stowaway got on top of the stack of maling and commenced smoking. The maling got lighted and was smouldering until the breeze fanned it into flames. Another theory was that probably an oil lamp was knocked over on top of the stack of maling. Near the gangway, seventeen charred bodies were picked up by the police. These were mostly women and children, who were in all probability trampled upon by the crowd. The police recovered the bodies of fifty-two women, that of nineteen men, nineteen children, two persons died in hospital some time later as a result of injuries received, and two more charred bodies were recovered after the vessel was towed out to sea. That made a total of 111 killed on board and in the harbour.

THE CORONER'S REMARKS.

The Coroner, addressing the jury, said that he did not see the use of multiplying evidence. The police had taken many witnesses to call, but their story was about the same as that taken already. Witnesses had given their evidence very clearly, and they had listened to it very carefully. In a case of this kind it was always necessary to hold an inquiry. He stated that it was the opinion that the ship had been set fire to, but there was no evidence to prove that. He would ask them to give their verdict and if they had any remarks to make he would take them down.

THE VERDICT.

The jury returned a verdict of death by misadventure, and added as a rider that they thought it a dangerous practice for ships to carry such inflammable cargo (unprotected) on the main deck; that the services of the police and others in saving life should be highly commended, and that the two boat people, who had their boats destroyed through saving life, should be compensated.

That concluded the inquiry.

THE YUE-TAN RAILWAY.

FOR THE VICEROY'S GUIDANCE.

[From a Correspondent.]

Canton, 29th October.

H. E. Fong Sin Chun, a Cantonese member of the Board of Foreign Affairs at Peking, has sent a lengthy private despatch to H. E. Chow Fu, the Viceroy-designate of Canton, in which he gives a great deal of detailed information regarding the affairs of, and conditions prevailing in Kwangtung Province, for H. E.'s information and guidance. The most important subject dealt with is the Yue-tan railway operations, regarding which he says that the words "mexican administration" in the prospectus and articles of association are not meant to be read as intimating that the Government has no concern with the Company's affairs, but merely that it is a purely mercantile enterprise, the funds being raised entirely amongst the mercantile community of that province. But the business of course needs the protection of Government as though it were an official concern. It was feared that after the departure of H. F. Viceroy Shum from Canton, trouble might arise between the directors of the Company and the owners of the land they wished to acquire for the enterprise. He therefore sent the despatch to request H. E. the Viceroy-designate to do all he could on arrival in his new province to use his influence to keep the affairs of the Company running smoothly, even as was the case during H. E. Shum's Viceroyalty.

HIGH-PRICED LANDS.

A native of Fochiung, Ka Si-chi by name, and a great favourite of H. E. Viceroy Shum, and who was formerly at one time a land purchasing agent for the China-American Development Company, called a day or two ago on the Nambui Magistrate, and requested him to be good enough to send a despatch to the secretary of the Yue-tan Railway, asking that gentleman to furnish him with the details as to the number of parcels of land already purchased by the Company, where they are situated, and the prices paid for same. He stated that H. E. Viceroy Shum feared that the company was paying ridiculously high prices for the land they needed to acquire for the railway line.

JEALOUSY IN THE DIRECTORATE.

It is stated that the president, Chang To Chai, and the vice-president, Wong Chin Ping, are very jealous of each other since they joined the directorate of this Company. It is said that Wong Chin Ping has prepared a report against Chang To Chai, to present to H. E. the Viceroy-designate, as soon as he arrives in Canton. It is also stated that Chang To Chai has handed a letter to each of the other directors of the Company, stating that it is necessary for him to return to his home at once to rest, as his health is much impaired. The date for which the notice was given of such intention was the 15th inst.

WANT INVENTORY OF STORES.

Messrs. Chang To Chai, president, and Wong, chief engineer of the Yue-tan Railway Co., Ltd., have issued joint instructions to the chief storekeeper of that Company, that, as so much railway material and tools are arriving from abroad almost daily, it is their wish that the chief storekeeper shall supply them with a monthly return, at the end of each month, showing in detail the quantity of stores in stock, the quantity received, and issued, during the month, and then remaining in the storehouse. This return must clearly show whether any, and if so what, stores have been lent to the Honan, Hupeh, or other branches, or whether they were all used by the Yue-tan Railway Co., Ltd., of Canton only, for the building of the line.

CHANG-TO CHAI'S SUCCESSOR.

H. E. Wu Ting Fang has had an interview with H. E. Viceroy Shum in the course of which H. E. Wu asked the Viceroy to memorialize the throne on his behalf, requesting that H. E. Wu, an account of increasing old age, might be allowed to retire from the Imperial service, in which he has so long held the post of President of the Board of Punishments. As soon as the shareholders of the Yue-tan Railway Co. heard this and learned of the possible retirement of H. E. Wu Ting Fang from the public service, it is understood that they at once proposed to ask H. E. to accept the presidency of the company, in succession to Chang To Chai, in the event of H. E.'s being allowed to retire. The result is awaited with much interest.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held to-morrow (Thursday) at 2.30 p.m.—BUSINESS.

1. Financial minutes. (Nos. 84 and 85).

2. Report of the Finance Committee. (No. 11).

3. Report of the Public Works Committee. (No. 2).

4. The Attorney General will move the following Resolution:—

Resolved that the resolutions regarding the running of Workmen's Cars by the Hongkong Electric Tramway Company, Limited, passed by the Legislative Council on the 21st day of June, 1906, be rescinded as from to-day.

QUESTIONS.

The Hon. Mr. H. E. Pollock will ask:—

(a) When does the Government intend to commence work on the construction of a new Harbour of Refuge?

(b) Will the Government state the respective situations, areas, and estimated cost of construction of the various new Harbours of Refuge which have been suggested at different times?

2. (a) Will the Government state what is the area of the present Harbour of Refuge at Causeway Bay?

(b) Has the Government obtained any, and if so, what estimates with reference to the dredging and deepening of the shallow portions of such Harbour of Refuge?

ORDERS OF THE DAY.

Second reading of the Bill entitled An Ordinance to amend the Widows' and Orphans' Pension Fund Ordinance, 1900.

A. G. M. FLETCHER, Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

THE HONGKONG TYPHOON.

RESOURCES FOR RELIEF MEASURES.

OFFICIAL DESPATCHES.

We have been asked to publish the following despatches for the information of the general public:—
[Telegram from Secretary of State, London, to Governor, Hongkong, dated 24th September, 1906.]

"Am I right in assuming that resources of Colony will be able to meet distress caused by typhoon without recourse to assistance from outside. Telegraph reply."

[Reply from Governor, Hongkong, dated 25th September, 1906.]

"Referring to your telegram September 24th now anticipated that private European and Chinese subscriptions will reach \$125,000."

"Government of Hongkong will vote equal amount. These sums will suffice for relief of survivors and for replacing native craft necessary for trade of Colony."

"Many entire families have been lost that number to be relieved is relatively small to extent of disaster."

[Despatch from Secretary of State dated 28th September, 1906.]

Doving Street, 28th September, 1906.

No. 186.

Sir—I have the honour to acknowledge the receipt of your telegram of the 25th instant, in reply to my inquiry whether the resources of the Colony would be sufficient to meet the distress caused by the recent typhoon, without recourse to help from outside. My inquiry was suggested by a telegram from the Governor of Mauritius asking if help was required.

I have learnt with much gratification of the large sum raised by subscription amongst the inhabitants of Hongkong, both European and Chinese, and I gladly approve the proposal to vote a similar sum of \$125,000 from Colonial funds. The Colony has met this disaster with a prompt generosity thoroughly in accordance with its traditions.—I have, etc.,

(Sd.), ELGIN.

Governor Sir M. Nathan, K.C.M.G., &c., &c., &c.

CLAIM AGAINST A HOTEL.

PLAINTIFF SUES TOO LATE.

At the Supreme Court this morning, before his Honour Mr. A. G. Wieg, Puisne Judge, presiding in Summary Jurisdiction, Thakur Singh, late watchman of a local hotel, but now unemployed, sued the manager of the hotel, for recovery of the sum of \$25.50, being as to \$10.00 the amount deducted from his wages for the months of July, August, and September, and as to \$15.50 being the amount of wages paid by plaintiff to four Indian watchmen, for two days' duty at the City Hall, on defendant's behalf.

Mr. K. Gardiner, of O. D. Thomson's office, appeared for the plaintiff, and Mr. A. C. Holborow, of Messrs. Deacon, Looker and Deacon, represented the defendant.

Mr. Gardiner said that plaintiff claimed in all \$25.50, made up as follows: In each of the months of July, August, and September, the defendant deducted the sum of \$10.00 per month from the wages of the plaintiff for no reason of which plaintiff was aware. As to the \$15.50, in December of last year defendant ordered the plaintiff to engage four watchmen to remain on duty at the City Hall, on the 26th and 27th of that month, and plaintiff paid each of the four men \$2 per day on defendant's behalf. Plaintiff had repeatedly asked defendant for the payment of these sums, but the latter always refused to pay.

In the early part of the current month of October, finding he could not get payment of these sums plaintiff asked leave to resign and he was allowed to do so. On behalf of the plaintiff a witness was called who said he was engaged by plaintiff on the 26th of December last to remain for two days on duty, there and he was paid by the latter. There were three other watchmen engaged at the same time.

Cross-examined by Mr. Holborow witness said he did not know the defendant, and did not understand the case was engaged by him. Plaintiff engaged him, but did not say anything about his being engaged by him on defendant's behalf, nor did he say defendant was to pay him. Witness did not know what he was engaged for. For the defence Mr. Holborow stated that in July last plaintiff broke a plate glass panel in one of the swing-doors of the hotel. That glass was valued at \$10.00. Defendant then called up plaintiff who was then asked if he broke the glass, and the latter admitted he had done so. Defendant thereupon told him that he must pay for it, and plaintiff asked to be allowed to do so by instalments, as he was a poor man. This was agreed to, and it was settled between the parties that plaintiff should have \$5.00 a month deducted out of his wages for three months. This was done, and at the end of the said months plaintiff signed a receipt for the balance of his wages, as well as a note thereon acknowledging that the deductions were quite in order.

His Honour: Where are those receipts?

Mr. Holborow: (Producing three receipts.) They are here, my Lord.

TELEGRAMS.

[Reuter's.]

The United States and Japan.

London, 29th October.
It is stated in San Francisco that Japanese children have not been and will not be excluded from the schools, but it was deemed wise for the benefit of the whites to segregate Orientals, as the statutes permit the trustee to build separate schools for Orientals.

Naval Appointments.

It is understood, in naval circles, that Admiral Sir William May will succeed Admiral Sir Charles Drury, second Sea Lord. Admiral Sir Day Bosanquet replaces Admiral Sir Archibald Douglas at Portsmouth. Admiral Bridgeman will be the first Commander of the Home Fleet. Admiral the Hon. Sir Assheton Curzon-Howe will succeed Admiral Sir William May in the Atlantic, and Admiral Edmund Poe will succeed Admiral Durnford at the Cape.

RAUB AUSTRALIAN GOLD MINING COMPANY, LTD.

GENERAL MANAGER'S MONTHLY REPORT.

The following is the General Manager's report of the working of the Raub Australian Gold Mining Co., Ltd., for the four weeks ending 6th October, 1906.

The accompanying sheet of mine measurements, and assay results of prospecting, work shows a total of 337 ft. for the period (4 weeks) under review: made up of 15 ft. sinking, 75 ft. driving and 247 ft. cross-cutting, as against a total of 300 ft. for the previous month.

MINES.

Bukit Komar—440 Level, Drive South—This has been extended 12 ft., bringing the total to 192 ft. The lode, 51 in. wide, gives an average assay of 1.3 dwt.

440 Level South, No. 1 Winze—Here 11 ft. has been sunk, making the total depth 56 ft. The lode averages 38 in. wide, and is worth 6 dwt.

440 Level North—The crosscut west has been advanced 25 ft., making a total of 68 ft., without striking anything of value and has been stopped. A crosscut east has been started and taken 19 ft.

350 Level, Drive South—This has been driven 11 ft., making a total distance of 463 ft. The lode has again disappeared—some mixed matter for 29 in. wide, assayed 1.3 dwt. A crosscut is now being put off to the east to further explore this end.

340 Level North, Drive on, Hanging Wall Branch—To this has been added 8 ft., making a total of 39 ft. The lode, 55 in. wide, assays 5.3 dwt.

Crosscutting for Stope-filling, 131 ft. of this work has been done.

Stopes—One has been raised from the following:

Above the 440 Level (2 stopes). Lode 75 in. wide, and worth 6 dwt.

Above the 340 Level (2 stopes). Lode 90 in. wide, and worth 8 dwt.

Above the 240 Level (2 stopes). Lode 84 in. wide, and worth 4 dwt.

STOPE MINES.

160 Level, Drive South—This has been driven 21 ft., making a total of 227 ft. The lode averages 49 in. wide, and is worth 14 dwt.

160 Level, Crosscut East—This has been extended 31 ft., bringing the total to 297 ft. The rock passed through has been well defined. The distance estimated to intersect the East Lode is spent within a few feet, but owing to a flatter inclination of the rock we shall probably have to go a few feet further. Water is now making very freely, which is a promising indication.

60 ft. Level, Drive South—This has been driven 10 ft., making a total of 255 ft. The lode averages 104 in. wide, and is worth 7 dwt.

60 ft. Level, Crosscut West—This has been advanced 21 ft., making the total 236 ft.

Stopes: Above the 160 ft. level (1 stope). Lode 83 in. wide, worth 7 dwt.

Above the 60 ft. level (1 stope). Lode 104 in. wide, worth 10 dwt.

BUKIT MALACCA.

No. 1 Winze below the No. 2 Level—This has been sunk 4 ft., making a total depth of 41 ft. The lode, 46 in. wide, assays 10 dwt.

No. 2 Level, South Crosscut—This has been advanced 20 ft., making a total of 265 ft. This has served to provide waste for filling, but has revealed nothing of value. A crosscut west has been started.

Stopes—From below the No. 2 level (1 stope). Lode 44 in. wide, and worth 8 dwt.

Separate Cost Sheet and Milling Returns accompany this.

Milling Returns—4 week ending 6th October, 1906.

BUKIT KOMAR.

Stamps working: 40

Period of work: 28 days, less lost time 0.68 days for clean up, and 1 day to effect earlier transport of bullion.

Ore milled: 2,317 tons Bukit Komar

29,505 tons Stope Mine.

3,210 tons Total.

Amalgam collected: 2,264 oz., producing

Retorted gold: 730.07 oz.

Smelted gold: 726.812 oz.

Average yield per ton: 4.52 dwt.

" value of tailings: 1.25 dwt.

BUKIT MALACCA.

No. 1 Mill ran 15 1/2 days crushing 97 tons of

No. 2 " " 23 1/2 " " " 215 tons of surface ore.

Total 2,232 tons.

Amalgam collected: 340 oz., producing

Retorted gold: 157.07 oz.

Smelted gold: 156.07 oz.

Average yield per ton: 1.39 dwt.

" gold won: 88.812 oz.

Average yield per ton: 3.24 dwt.

" Fineness of bullion: 940.567

W. H. MARTIN,

General Manager.

LONDON'S LIFE.

WOULD YOU BE THERE?

Some books are read because they are the fashion of the moment; some are bought for private consumption, never emerging from their retreat in the innermost sanctuary of the reader; others are acquired for decorative purposes. It is difficult to say under what category Mr. Robert Machray's "The Night Side of London" will come. It may be that some readers will devour its pages with the eagerness which they display when perusing the extraordinary compounds which profess to detail the secrets of Queen Somebody's bedchamber, the awful doings in a convent, the horrible intrigues of Louis, XX, the real history of the diamond necklace, and the licentiousness of the Medici, but if they expect to find "The Night Side of London" full of scandals, innuendoes, and veiled allusions to Society's indiscretions, they will be mistaken. Mr. Machray has written a book of life in London as he has found it. It is the work of a naturalist, Londoner, so to speak. He presumes that his readers are not fools altogether, that they can see what is going on under their eyes and it is unnecessary to dwell on unsavoury topics. Appropriately enough, he begins with a description of the cadilly Circus between the hours of 11 p.m. and 1 a.m. Most people know how the painted Jesuits of the pavement, and the wretched pictures of misery, justify each other between the hours of 11 p.m. and 1 a.m. The best known thoroughfare in the world. It is the passing throng that Mr. Machray depicts, not seeking to delve too deeply below the surface or to emphasise the pity of it all. Along the highways and byways, at the coffee stalls where hoodlums are watching their chance, in the public-houses, and in the alleys of Soho where the policemen go in twos and threes, Mr. Machray gives a cameo-like impression of the varied and mysterious habits of underground London. But "The Night Side" is not the sordid and the cheap. We hobnob with Duchesses, declare at the top of our voices that it is a beastly bore having to attend her Grace's reception, spend a miserable evening, and return to the club declaring: "What a success it was! What a crowd! Everybody was there! The dear Duchess does those things so well! Never had a more ripping time." And everybody who hears you feels that he made a mistake in neglecting the art of jiu-jitsu. With Mr. Machray we dine at the Carlton, the Savoy, the Ritz, and other fashionable resorts, look in at the Empire, the Opera, and other "shows," just managing to get rid of the day in the early hours of next morning. We have a jaunt in non-Society circles, visiting East End music-halls, Earl's Court, etc. The description of a *bal-musque* at Convent garden should induce the young and frivolous to decide that here they will see life, and to determine that next winter will see them in the gallery or "on the floor." Capital thumb-nail sketches are given of some of the quarter clubs, in London, including a nameless institution called the "Night Club" where the "ladies" speak English with a foreign accent, and bullies haunt the lobbies. The sporting life of the city has a couple of chapters to itself. Much of the glamour of "New Year's Eve at St. Paul's" will be destroyed for Scotsmen by the coldly cynical picture of the scene which Mr. Machray portrays; it must be sadly incongruous for the Scot to hear his national song being rendered "For Old Long Time." Altogether "The Night Side of London" has to be read to be appreciated. When we add that there is something like a hundred full-page and side illustrations from the inimitable pen of Tom Blower, the artist who gives point to Mr. W. W. Jacobs' stories in the *Strand*, we have said enough to convince all lovers of the droll, the pathetic, and the curious that this series of life-like sketches is worth buying.

The Night Side of London: by Robert Machray, illustrated by Tom Blower, R.I., R.B.A., T. Werner Laurie, Clarendon Press, London.

Satire is more deadly than the iron shell of argument, and "Art in the Dumps" should do more to caricature on Protection than a ton of so-called facts. Mr. Eugene Merrill has written a book which professes to be the "Report of the Artistic Sub-Committee of the Tariff Commission on the dumping of foreign art products into the United Kingdom, together with recommendations, and a model tariff constructed by the Secretary, for dealing effectively with the evil." And it is signed "By order, J.C." which may be taken to mean Joe Chamberlain. The poet Laureate is represented as pleading for a duty on foreign poetry, and the annexation of the Moon, in order that the British poet may be placed on his feet again. An academical suggests heavy duties on foreign busts, portraits, and landscapes. Mr. Beruborn Tree thinks it "disgraceful that people should be able to prefer Rejane or Bernhardt to—need I say whom?" and would tax foreign dresses, scenery, convolutions and plays. Mr. Kipling proposes to start a company to be known as *British Productions* (Limited)—the idea being "to maintain a staff who will attend all cricket and football matches, athletic meetings, horse races, etc., etc., and sell appropriate verse, composed on the spot, while you wait." There is a funny description of a libel suit heard before Mr. Justice Darling in which Mr. Augustus Birrell and Mr. G. R. Sims appear, Sir Conan Doyle, Mrs. Meynell, Mr. Hewlett, Mr. A. G. Balfour and others are made to express quaint views on tariff reform, and there is a series of conclusions which are not at all bad from a humorous point of view. Occasionally the humour is rather forced, but "Art in the Dumps" should prove an effective campaign agent.

"Art in the Dumps" by Eugene Merrill. T. Werner Laurie, London.

Probably "The Dream and the Business" is the last of the late Mrs. Craigie's works. It is a novel in which love, passion and weariness of life are curiously blended; where a woman refuses her lover because he will not change his religion, and a coquette Princess philanders with a dangerous passion. A young girl, who changes her name from Clovis to de Verney, nearly wrecks the career of a young minister, who recalls faintly Robert Elsmere. There is power, insight into human nature, strength and energy in the book, and it is sprinkled with epigrams.

"The Dream and the Business" by John Oliver Hobbes. T. Werner Laurie, London.

We have had tales of school life in Scotland by Ian MacLaren, in England by Rudyard Kipling, and now we get a glimpse of school life in Ireland from Shan F. Bullock. If the Scotch and English sketches had never been written the Irish "Tom Brown" would have been considered admirable. In many respects "The Cubs" appears to be overdone. It is somewhat too emotional, if Irish boys resemble the Scotch and English in any way, perhaps it is the Celtic way to let the feelings run riot even in youth, but the attachment of Jan, the autobiographer, to his senior Brunel is just a trifle mawkish. Unfortunately we have not had an opportunity of trying the book on a small boy in Hongkong, whose opinion would be invaluable, but for ourselves we confess that we prefer Shan F. Bullock in "By Thrasna River" or "The Equine" far before "The Cubs."

"The Cubs" by Shan F. Bullock. T. Werner Laurie, London.

THE STRAITS CURRENCY.

FINAL STEPS IN REFORM SCHEME.

The following report of the proceedings at a meeting of the Singapore Legislative Council held on Oct. 22, is taken from the *Free Press*:

The Acting Colonial Secretary moved the first reading of a bill to amend the Currency Note Ordinance. In doing so he said that the Council was aware the Secretary of State had announced his intention of making gold a legal tender and also of authorising the Government to issue a dollar which would have a substantial difference between the intrinsic value of silver and the value put on it by Government so as to avoid any danger of silver dollars leaving the Colony owing to the value of silver. This would make the final stage he trusted of the Currency conversion. It was to enable the Commissioners to give gold to people who tendered notes instead of silver so as to avoid paying on the silver reserve held by Government and to make one dollar notes legal tender. The other object was to provide facilities for exchange for the purpose of minting the new dollar. The report of the London Currency Committee was published in May 1903; they recommended that a dollar at the same rate and fineness as the British dollar should be issued and that the coinage of this dollar should be absolutely in the hands of Government. That recommendation had been given effect to by the Ordinance of 1903 enabling the Commissioners to send dollars held by them in reserve out of the Colony to be reminted. When the first instalment of the new dollar was received in Singapore in October 1903 a proclamation was made making it legal tender. At the same time an order was passed in Council. The Import and Export Ordinance which prohibited the import of other than the Straits and the export of the Straits and for a year the different dollars circulated, side by side. As the dollars were received they were given to the banks and exchanged for Mexican and British which were sent to India for reminting. This went on till thirty-five millions were in circulation.

STRAITS AND OTHER DOLLARS.

In August 1904 when the Government was satisfied that there were a sufficient number of dollars circulating an order was issued demonetising the old British and Mexican dollars. In September 1904 owing to the difficulties experienced by merchants in meeting the high rates of foreign trade the free export of Straits dollars was granted and the prohibition of the import of other dollars removed temporarily. Later an Ordinance was passed in 1904 which charged the cost of reminting on the revenue of the Colony. Owing to the great demands in China for Straits dollars the Ordinance of Sept. 1904 was rescinded excepting with regard to North Borneo, Sarawak, Netherlands Indies, etc., which with the F.M.S. form the area of circulation of the Straits dollars. In 1905 two Ordinances were passed enabling the Government to buy and sell telegraphic transfers for gold and to issue gold in exchange for notes.

Those who had studied the report of the Currency Committee would see that two important deviations had been made. These were the enlargement of the area of circulation of the Straits dollars as merchandise for the purposes of trade. It was found that owing to trade requirements it was impossible to limit the circulation of the Straits dollar and it was then decided to extend it to the whole of the Malay Peninsula and to the prohibition of the use of British and Mexican dollars as merchandise. It was felt that their use would supply a considerable quantity of Straits dollars and that their circulation would cause great inconvenience and hardship to the innocent holders of these dollars.

GOLD AS LEGAL TENDER.

The proposal to make gold legal tender was an advance of the recommendations of the London Committee. Their recommendation was that gold was not indispensable as legal tender and that all that was necessary was that to maintain the fixity of exchange was to enable the Commissioners to issue notes in exchange for gold and give gold in exchange for notes as long as gold was available. The advice on which the Secretary of State decided to make gold legal tender came from this Government. They had felt if this were not done the transactions conducted by the Currency Commissioners would not get home to the general public.

BUT A LITTLE UNDERSTANDING.

These transactions were entirely confined to the bankers and the Commissioners and it appeared from certain remarks in the public press with reference to a shipment of gold recently in London evident that even the more intelligent section of the public had very little understanding of the why and wherefore of these transactions. It was also felt that if gold was made legal tender the balance between the merchants and the bankers and the Chinese traders could be adjusted in gold and thus the knowledge of the gold would filter down rather more quickly to the lower classes. As to the bill itself the intention was that the Commissioner should stop any drain on their silver reserve by paying gold in exchange for notes instead of silver and it was thought advisable to provide in Subsection three Section two that this should come into effect at once. The order in Council might not be issued for another month or six weeks and if silver went up more in price it would be necessary for the Commissioners to take some decisive action. Subsection three was to make section two give the Commissioners that interim power. Section three was to make dollar notes legal tender. Section five of the amendment gave power to keep stocks of dollars at Penang. It would be necessary later on to bring in a bill to consolidate all the various Ordinances bearing on the subject.

The Acting Attorney General seconded the motion for the first reading.

ENSURING FINANCIAL SECURITY.

The Col. Secretary moved the second reading of the bill and dealt with the reasons Government had felt must guide them in pushing this measure through. If they did not carry this measure at once it was possible they might be faced before another meeting came round with a large number of people presenting notes for payment and as Government was now bound to pay out silver for notes it would not be convenient. This was not probable but it was just possible and as Government were the trustees of the public they must take every conceivable measure to ensure their financial security.

ONE OF THE LESS FORTUNATE.

The Hon. W. H. Sheppard said they had listened with the greatest attention and interest to the bill and with regard to the history of currency reform. The Hon. Acting Colonial Treasurer had referred to the want of information amongst even the more intelligent classes of the public as regarded the state of this question. He personally approached it with the greatest possible diffidence and hesitation, for the more one studied it the greater appeared the difficulties. In this matter the Government had the advantage of them in that they had, he supposed, sources of information they had not. They had the service

of expert advice and opinion and he supposed that his hon. friend Sir David Barbour at the end of the telegraph wire to say nothing of those paragons of finance, the Crown Agents. He trusted that due allowance would be made for the want of intelligence and imperfect experience of less fortunate persons who sat on that side of the table. The principles which underlie the Barbour scheme were that exports should exceed imports and that the rate named by Government should be in excess of the silver value of the dollar. As regarded the first point it seemed surely pretty self-evident that if exports exceeded imports it must be necessary to make good the deficiency. If he shipped to Europe merchandise valued at £1,000 and imported goods valued at £800 the deficiency of £200 had to be made up to him in some form or other and the foreign debtor generally had to supply himself or one of his with the equivalent of that deficiency in the currency of the country in which he was living. The imports and exports according to the figures published in this Colony showed a considerable difference against the import trade. He had endeavoured to ascertain in some degree as to how true those figures were.

FIGURES OF THE CURRENCY AREA.

It was necessary to consider the figures of their currency area including the Malay Peninsula and such outside portions as British North Borneo, Sarawak, etc., as came under their system. He found that imports into this Colony amounted to 337 million dollars for 1905 as against exports of 278 million dollars. But from the imports they must deduct imports into the Colony from the Malay Peninsula and what was called the inter-settlement trade amounting to 102 millions, leaving 235 millions of imports. He was not sure they must not deduct another five millions under another F. M. S. heading and the import of coals which did not appear under exports but were really so, as they were exported to bunkers and that amounted to 61 millions or 224 millions with the other deduction 212 millions. The whole of the charges for military contribution and public debt and he supposed they might call two millions it might be more. If they increased their public debt to much extent as no doubt they would and as it had to be paid out of the exports of the Colony it was well to remember that. He therefore made the total imports of the Colony to be about 221 million dollars. Taking the exports he found that their exports were 278 million dollars and deducting the F. M. S. and inter-settlement trade of fifty millions he got 228 millions or an excess of exports. This had been the case for the last fifteen years. If they were exporting to that extent in excess of their imports they need have no fear of any drain being made on their gold reserve and it would be possible for Government to reassure the public by undertaking to give gold in exchange for their dollars.

[Continued on page 6.]

ST. ANDREW'S BALL.

Practice Reel Dances will be held in the City Hall from 5 to 7 p.m. on Tuesday, 13th, Monday, 19th, and Tuesday, 27th November. Dancing shoes must be worn by all dancers.

The Committee desire to draw the attention of members and friends to complaints lodged as to the inconvenience caused by the attendance of children at the practice dances, and, in consequence, request that children may not, in future, be brought on these occasions.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 30th at 8.40 p.m.—Orders issued to lower the signal.

On the 31st at 1.25 p.m.—The barometer is rising slowly over China, and falling quickly in Japan.

The China Sea depression has probably moved into the Gulf of Tongking. The Northern depression has reached the neighbourhood of S. Korea. It appears to be moving towards N.E.

Pressure is decreasing slowly in the Philippines, and is now somewhat low over the Southern part of the Archipelago and adjacent waters. Freshening N.E. monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, moderate; fair.

2.—Formosa Channel, N.E. winds, freshening.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

WHILE a bricklayer was at work on the scaffolding outside the Hongkong Hotel shortly before nine o'clock this morning he lost his hold and fell to the ground, landing on his head. The distance was about sixteen feet. Several pedestrians who witnessed the accident went to the unfortunate man's assistance, but death had already intervened. His remains were removed to the mortuary. Friends later identified the man as Yeung Yung, eighteen years of age.

Daniel Chaw, Edward Duke, John Murphy and John Fitzgerald, seamen, employed on board the C. P. & Co. Company's liner *Empress of India*, were charged before Mr. F. A. Hazell, at the Police Court this morning, with absconding themselves from duty. The defendants were granted a few hours' leave on the 29th instant. They did not put in an appearance on board up to a late hour yesterday afternoon and the police at the Central Station were communicated with. Sergeant Wilson went out and located the leave-breakers in the Globe Hotel, seated around a table. They were locked up. The defendants stated that they had no intention of breaking their leave. They got broke themselves after a few hours on shore and did not have the cost of a sampan to take them aboard. They were each sentenced to one week's hard labour.

A RUSSIAN named Petrakov, Hekol was arraigned before Mr. F. A. Hazell, at the Police Court this morning, at the instance of Sergeant Counsell, charged with stowing away on board the steamer *Yavuta Maru*, from Nagasaki, on the 26th instant. The defendant said he had made a "mistake" and boarded the wrong ship. When the *Yavuta Maru* sailed on the 27th yesterday the police went on board in answer to the call flag. They were informed by the ship's officers that two Russian stowaways were on board. A search followed, and Hekol was found, but the other had disappeared, it being the opinion that he had left the ship soon after her arrival and went ashore. The police removed Hekol to the station and the other Russian is being hunted for now. Hekol was sentenced to fourteen days' hard labour.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Hongkong Fire \$324, H.K., C. and M. Steamboats \$27, Shell Transports 30/, Electric \$15, Tramways \$215.

Sellers:—Unions \$75, Cantons \$300, Indo-China \$73, China and Manila \$23, Douglas \$41, China Sugars \$146, Raubs \$10, Hongkong Docks \$152, Kowloon Wharves \$90, Hongkong Lands \$108, West Point \$50, Cottons \$13, China, Borneo \$10, China Providents \$9.25, Cements \$19, Ices \$236, Ropes \$23, China Light and Power \$10, A. S. Watsons \$121, Powells \$18.

Sales:—H.K., C. & M. Steamboats \$27, Shell Transports 30/, 30/6, Raubs \$10, Dairy Farms \$17, Watsons \$14.

Nominal:—Hongkong Banks \$817, China Fire \$95, Shanghai Docks Tls. 100, Hongkong Wharves Tls. 235, Hongkong Hotels \$112.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 5/16

Do. demand 2/3 5/16

Do. 4 months' sight 2/3 5/16

France—Bank T.T. 2/3 5/16

America—Bank T.T. 2/3 5/16

Germany—Bank T.T. 2/3 5/16

India T.T. 170

Do. demand 170

Shanghai—Bank T.T. 2/3 5/16

Singapore T.T. 2/3 5/16

Japan—Bank T.T. 2/3 5/16

Java—Bank T.T. 2/3 5/16

4 months' sight L/C 2/4 1/16

6 months' sight L/C 2/4 1/16

30 days' sight San Francisco & New York 2/4 1/16

4 months' sight do. 2/4 1/16

10 days' sight Sydney and Melbourne 2/4 1/16

4 months' sight France 2/3 5/16

6 months' sight do. 2/3 5/16

4 months' sight Germany 2/3 5/16

Bank of England rate 32 7/16

Bar Silver 111 1/2

Sovereign 8.69

To-day's Advertisements.

HONGKONG JOCKEY CLUB.

NOTICE.

THE COURSE will be OPEN FOR TRAINING on THURSDAY, 1st November, 1906.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 31st October, 1906. [1057]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

MR. W. J. SAUNDERS has been appointed ACTING SECRETARY of the above Company as from the 1st November, 1906, and until Mr. JAMES WHITTALL'S return to the Colony.

By Order of the Board of Directors, E. W. MAITLAND, Acting Secretary. Hongkong, 31st October, 1906. [1056]

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per Share (free of tax for account of year ending 28th February, 1906, has been declared by the Directors of the above Company. COUPON No. 7 is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co., Agents. Hongkong, 31st October, 1906. [1058]

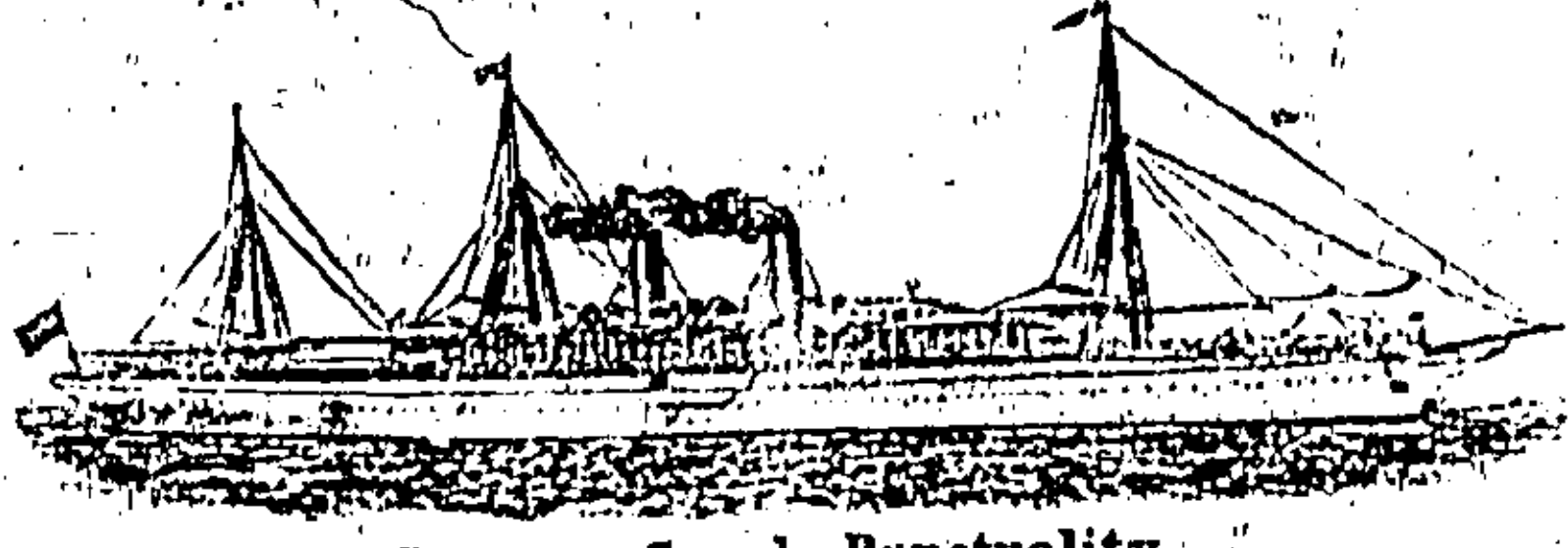
"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days VOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF INDIA" 5,000	THURSDAY, November 22, December 10
"ATHENIAN" 3,882	WEDNESDAY, November 28, December 22
"EMPRESS OF JAPAN" 6,000	THURSDAY, December 20, January 7
"MONTEAGLE" 6,163	WEDNESDAY, December 26, January 19
"TARTAR" 4,425	
"EMPRESS OF CHINA" 5,000	

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42. R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to H. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN	CHEONGSHING	THURSDAY, 1st November, 4 P.M.
SHANGHAI	KWONGSANG	FRIDAY, 2nd November, 4 P.M.
MANILA	LONGSANG	FRIDAY, 2nd November, 4 P.M.
SANDAKAN	MAUSANG	SATURDAY, 3rd November, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	SATURDAY, 3rd November, 5 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kedat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 29th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAU, CHEFOO and NEWCHWANG	"HANYANG"	2nd November.
SHANGHAI	"SHAOSING"	3rd "
NINGPO and CHINKIANG	"NINGPO"	3rd "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st October, 1906

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA VIA CMOV	FRIDAY, 2nd Nov., at 5 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th October, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"BRAEMAR"	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th October, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Ample, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.		
RHENANIA	Capt. v. Hoff	5th November.
HOHENSTAUFEN	" Jaeger	2nd December.
SILESIA	" Bahle	2nd January.
SCANDIA	" v. Doehren	1st February.
HAMBURG	" Filler	4th March.
RHENANIA	" v. Hoff	3rd April.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.		
HAMBURG	Capt. Filler	2nd November.
RHENANIA	" v. Hoff	14th December.
HOHENSTAUFEN	" Jaeger	11th January.
SILESIA	" Bahle	8th February.
SCANDIA	" v. Doehren	22nd March.
HAMBURG	" Filler	5th April.
RHENANIA	" v. Hoff	17th June.
HOHENSTAUFEN	" Jaeger	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA, RHENANIA	5th November.
FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA	13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.		
Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden, or Port Said by the Arabic Persian Service to Arabia and Persian Gulf Ports.		

FOR HAVRE AND HAMBURG	HAMBURG	2nd Nov.
FOR ANTWERP AND HAMBURG	TEUTONIA	10th Nov.
FOR HAVRE, BREMEN AND HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE AND HAMBURG	SEGROVIA	20th Nov.
FOR HAVRE AND HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE AND HAMBURG	C. FERD. LAESZ	22nd Dec.
FOR HAVRE AND HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE AND HAMBURG	ALESIA	25th Jan.

Hongkong, 29th October, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"PLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th October, 1906. [1011]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th October, 1906. [1034]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th October, 1906. [1052]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

and IQUIQUE, VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. Finner, will be despatched on above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to K. MATSUDA,
Manager,
York Building.

Hongkong, 4th October, 1906. [848]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

THE STRAITS CURRENCY.

FINAL STEPS IN REFORM SCHEME.

[Continued from page 5.]

NEW DOLLARS FOR GOLD.

The questions which had risen in his mind as regarded this latter point was what were Government's intentions after this Bill had been passed? Was it to be a permanent conversion or did they intend later to repeal this Ordinance or such sections as applied to the payment of silver in exchange for notes. At present people could get notes for gold, gold for notes or silver for notes and that latter power was to be taken from them. If they took this power away he supposed they would give it back later or else they would fail to give the public exchange between silver and gold. This was one of the main ideas of the harbour scheme and if the Government were not afraid to give silver for gold the public would have every confidence in their new dollar. He believed the Government need have no fear of any great depletion of their reserves. He therefore suggested to Government that it should reassure the public if they needed reassuring by declaring that it was prepared to exchange new dollars for gold and that would really only be carrying out the proposals of the harbour scheme. As regarded the price of silver, of course there were under the present circumstances two courses open. Silver was advancing to parity with the dollar—they could either raise the rate and cause further dislocation of prices and values or on the other hand they could debase the dollar. He saw no reason to fear that the public, if the Government were prepared to take the risk of changing gold for silver, being afraid to accept the new dollar.

COST OF THE PROPOSALS.

As to the cost of the proposals. Under the present arrangements he understood that profits were to be written down into the depreciation and reserve fund and it was hoped in the course of a few years that the deficiency in this fund would be made good. But he was not sure that this scheme before them was not a rather sanguine view to take and he suggested to Government that it ought to put aside a sum of money to meet this requirement. The Finance Committee had been exercising their ingenuity in cutting down the estimates and a sum of three to four hundred thousand had been saved and this sum was at their disposal. As regarded the size and fineness of the new dollar in his opinion they must reduce the fineness if only in order to protect the dollar from being melted down; if they took 800 fine it would be necessary to make the dollar of the same size as the existing dollar because he understood that the weight of the present dollar was 116 grs. and was nearly equal to two fifty cent pieces, five twenty cent pieces or ten ten cent pieces. If therefore they reduced the weight they would have their subsidiary coinage of greater value than the main coinage of which it was subsidiary. That might in further years under circumstances which might arise such as a further rise in silver cause great inconvenience and trouble.

DOLLAR AND SUBSIDIARY COINAGE SIZE.

If they reduced the size of the dollar they ought to reduce also the size of the subsidiary coinage. The importance of securing a large margin upon the silver value of the dollar was obvious to them all. They did not want to have to go through the worry of a conversion again and they ought to take all steps to prevent it. They could take such measures as were possible and he suggested that by taking 800 fine they would be safe in keeping the dollar the same size as at present until silver reached 362 pence. If they reduced the dollar to 400 grs and 800 fine they would be safe till silver reached 384 pence which was a very much larger margin than 362 with silver rising, and although they could not penetrate into the future it was obvious that the demand for silver and the production of gold were both apparently on the increase and both tending to raise the price of silver still higher. Thirty-eight and a quarter pence might not be high enough in that case, but then they would have to consider a very different scheme for adoption. Provided that the dollar notes became popular the Government need not recede so many silver dollars. He gathered that the Colony required about 18 millions in circulation, the banks held 64 millions and the Treasury 11 millions so that apparently they would have to replace some 55 millions. If they could replace a large portion of that by an issue of 51 notes they would have an amount of silver which they might be able to sell for gold, keeping a smaller silver reserve.

THE FINENESS OF THE DOLLAR.

He suggested therefore whilst they had the power to issue notes in exchange for gold they should later on either agree to give gold in exchange for notes or in exchange for new dollars, that the dollar should be 800 fine and 400 grs. that they should replace a large proportion of the dollars with one dollar notes and so build up a gold reserve and that the reserve of the depreciation fund should obtain a considerable amount of money from the Colonial funds.

THE HON. H. FORT'S HOPE.

The Hon. H. Fort said that he understood that one of the main objects of this bill was to enable the Commissioners to give gold instead of silver, the main purpose being the retention of silver in their coffers, that they might have it remitted into new dollars. He would like to know whether sufficient precautions had been taken to prevent the Commissioners at the same time and in the alternative being depleted to a certain extent of their gold reserve. It might at times pay traders of the Colony to exchange notes for gold and send the gold out of the Colony thereby making a profit out of the gold; and he did not see that the danger had been provided for. It appeared to him that it would be still necessary for the Straits merchant at times to pay persons in outposts in silver; and if it was legitimate to them to import Mexican and British dollars and export Straits dollars in the Straits were short it would be extremely difficult for the merchant to carry

on his business with other countries. As to the quality of the coin he confessed there was some attraction in the suggestion that they should have a smaller coin of the same fineness. But the argument against it seemed to be that if we had a coin of the same fineness as at present it would inevitably be melted down. But that was a condition under which they always lived in this Colony, and he thought it had been made rather too much of. He hoped they would decide for a smaller dollar and that before any step was taken they would get the best advice on the subject possible.

THE CHINESE ATTITUDE. "RETAIN THE FINENESS."

He Hon. Tan Juck Kim spoke on the Chinese attitude and said that what had been remarked induced him to say that he fully endorsed the attitude taken by the Chinese Advisory Board which at a recent meeting had voted with only one dissentient for retaining the fineness of the dollar.

The Col. Secretary in reply said there was no question of repeating this ordinance once it had been passed.

HIS EXCELLENCY'S CALCULATIONS. His Excellency congratulated them on the interest displayed in the subject which Government was glad to see. The suggestion that they should not coin so many dollars as before was worthy of consideration. If they had the one-dollar notes which would shortly be in the hands of the public he saw no reason why they should not dispense with a great number of the metal dollars and their place in the reserve would be taken by an equivalent amount of gold. If they replaced five millions in notes they would be able to put an extra five million dollars into their till; and if they reduced the silver dollar from 90 to 80 fineness they would increase (assuming there was no loss in minting) the number of new dollars made out of the old by forty millions. But he did not think such an addition to their currency was required and certainly not in addition to the one dollar notes.

A GOVERNMENT PLEDGE.

Hon. members need have no fear that Government would coin more dollars than were absolutely necessary for trade, and the Government would be bound to keep up the gold value of the new dollar. Government would undertake that absolutely. As to fineness or size if they got a dollar eight-ninths less value than their previous one it was a matter of little consequence whether the reduction was obtained by reducing the amount of alloy in the coin or reducing the size and weight of the coin. He did not think the Chinese were so ignorant as to think a smaller dollar of the same fineness better than the same dollar of less fineness, if they understood clearly that in either case they were only taking coin for a gold value. On the other hand if they kept to the present size they could start minting at once with the old die, and a new die would take three or four months to get ready. If the appreciation of silver continued their margin which was now practically reduced to two per cent would go, as a rate of three per cent would at once start the drain and do what they would they could not stop it.

The expedition would be on a small scale because the banks and large firms here would never do such a thing and in this connection he should like to notice favourably the cordial cooperation Government had received from the firms and people here in all measures taken in this matter of currency reform. As to the island currency, the currency for the purposes of commerce was the Straits dollar. In the Dutch island the Mexican dollar was demonetised, but ours was permitted. In the north of the Peninsula the Siamese Government had demonetised the Mexican and British Trade dollar and made the tical the medium of exchange, doubtless in time the Straits dollar would be demonetised also, but it was current at present. Later exchange might have to be carried on through a gold medium.

50 CENTS THE POPULAR COIN.

He believed the order in Council was being deliberated on by His Majesty that day, possibly at the time they were discussing this, and that order provided that the fineness should be 800 and also that the half dollar should be made legal tender to any amount in the same way as the dollar was at present. This would probably result in the half dollar coming very widely into circulation, because it would be exactly half the value of the dollar, instead of as at present of a low value.

After some further discussion of details the bill passed through committee and third reading and was declared passed.

Council then rose.

Shipping.

Arrivals.

Mathilde, Ger. s.s., 830, N. Johnemann, 30th Oct., Haiphong and Hoihow. 29th Oct., Gen. J. & Co.
Habsburg, Ger. s.s., 6,417, M. Filler, 31st Oct., Shanghai 28th Oct., Gen. H. A. L.
Benmore, Br. s.s., 1,935, J. Webster, 31st Oct., London 8th Aug., Gen. C. L. & Co.
Prometheus, Br. s.s., 1,583, Geo. Mohr, 31st Oct., Singapore 25th Oct., Gen. B. & S.
Hanyang, Br. s.s., 1,207, H. Trowbridge, 31st Oct., Swatow 30th Oct., Gen. B. & S.
Kwanglee, Ch. s.s., 1,468, R. Lincoln, 31st Oct., Canton 30th Oct., Gen. C. M. S. N. Co.

Clearances at the Harbour Office.

Tsurugisan Maru, for Kuchinozu.
Tokuho Maru, for Kuchinozu.
Haitan, for Swatow.
Devawongsi, for Swatow.
Nicholbar, for Singapore.
Taming, for Manila.
Andrus Rickmers, for Canton.
Prometheus, for Nagasaki.

Departures.

Oct. 31.
Awa Maru, for Singapore.
Johanne, for Haiphong.
Wilko Maru, for Nagasaki.
Haitan, for Coast Ports.
Taming, for Manila.
Yokohama, for Ningpo.
Sohma Maru, for Swatow.
Devawongsi, for Bangkok.
Hanyang, for Canton.

Passengers arrived.

Per Hanyang, from Swatow—Mrs. Focken.
Per Prometheus, from Singapore—700 Chinese.
Per Habsburg, from Shanghai—Comdr. Barends, Messrs. King, Behr, Warheit, E. C. Sanhi and family, A. Warrum, Walsh, Miss Sondeber, Gale, Klimanck, Gutierrez and family, Denham and von Lehenner.

Per Soudan, from Southampton for Hongkong—M. J. Scott, M. J. Scott, Lieut. Col. and Mrs. Carter and children, Col. Reid, Capt. and Mrs. Cottingham and child, For Taku—Sergeant Howie. From Durban for Hongkong—Capt. Davy and Thompson, Lieut. Large, Pearson, Drew, Dixon, Lieut. Col. Scott, M. J. Scott, Major and Mrs. Stephenson, 2 children and maid, Capt. Miller and Cunningham, Sub-Lieut. MacDonald and Faken, Lieut. Quarter Master and Mrs. Fletcher and children, Sergeant Major and Mrs. Deason and 2 children, Bd. Master and Mrs. Galthorpe and children, Quarter Master-Sergeant and Mrs. King and children. For Taku—Major Burton, Lieut. Abbott-Brown, Scarborough, Home, Sub-Lieut. Gale, Capt. and Mrs. Large, Capt. and Mrs. Lewis Lloyd and child, Lieut. Tulloch, and Lieut. Col. Anderson.

Passengers departed.

Per Soudan, for San Francisco, &c.—Messrs. R. D. Harvey, R. A. McWilliams, H. P. White, Mr. and Mrs. Geo. H. Eastman, Mrs. I. N. Wier and family, Mr. and Mrs. L. Ardin, Messrs. J. A. Jupp, W. Taylor, T. D. McKay, Mrs. R. M. Shearer, Mr. A. E. Fawcett, J. D. Deacon, J. G. Martin, Jr., P. Dowdell, G. B. Atkinson, T. E. Griffith, Thos. Hough, Sir C. Paul Chater, Mr. C. P. Chater, Mr. and Mrs. G. H. Waters and son, Messrs. Tong Five and family, Lung Yee, Tong Yee Wan, Leung See Sin, Patrick Linn A. H. Turner, P. E. Nettie, C. E. McChie, Mr. and Mrs. A. Francis, Mr. L. M. Krepelver, Mr. and Mrs. W. W. Nicholls, Messrs. Chas. T. Palmer, G. G. Hard, Mr. and Mrs. D. P. Barrows and family, Miss R. Cable, Mr. C. J. Connell, Mr. and Mrs. Heeger and son, Messrs. J. L. Ball, G. H. Shihima, Mrs. P. and Miss Anderson, Messrs. W. R. Kennedy, A. C. McMillan, Capt. Lyons, Mr. R. N. Carwine, Mr. and Mrs. C. P. Hathaway, Mrs. H. Vernon, Mr. D. Turnbull, Capt. and Mrs. G. Purton, Mr. A. J. Iseral, and Capt. H. L. Talbot.

Per Awa Maru, for London and Ports—Mr. H. A. Jones, Mr. and Mrs. Geo. A. Caldwell, Mr. L. D. Johnston, Mrs. and Miss Richardson, Messrs. John Cree, Merrett, J. A. Voelker, Mrs. K. Furuya, Mr. H. Fukuyama, Mr. and Mrs. W. J. Eldridge, Mr. I. Iwano, Mr. and Mrs. Miss Adamson and baby, Mrs. K. Kato, Miss K. Sukegawa, Messrs. E. J. Waid, F. Yoshii, N. Yoshii, Y. Suzuki, G. Nomura, K. Wada, A. Yamagata, D. T. James and N. Kaneko.

Vessels in Port.

Stranraer.
Acon, Br. s.s., 3,205, Downie, 25th Oct., from Newcastle, (N.S.W.), Cont.—Order.
Amara, Br. s.s., 1,566, C. J. Matlock, 28th Oct., Swatow 27th Oct., Ballast—J. M. & Co.
Andree Rickmers, Ger. s.s., 1,020, W. Taubert, 30th Oct., Kohsichang 21st Oct., Gen. and Rice—B. & S.

Anghin, Ger. s.s., 1,170, Chr. Kumpel, 24th Oct., Bangkok 12th Oct., and Swatow 22nd Oct., B. & S.
Borneo, Ger. s.s., 1,344, A. Denker, 18th Oct., Sandakan 12th Oct., Timber—M. & Co.
China, Am. s.s., 1,386, D. E. Fricke, 24th Oct., San Francisco 28th Sept., and Manila 27th Oct., Mails and Gen.—P. M. S. S. Co.
Clara Jensen, Ger. s.s., 1,103, J. Iversen, 24th Oct., Bangkok 15th Oct., Rice, J. & Co.
Claverdon, Br. s.s., 2,085, Parker, 29th Oct., Cardiff 6th Sept., Coals—Government.
Derwent, Br. s.s., 1,562, J. Jenkins, 27th Oct., Saigon 2nd Oct., Rice and Gen.—Man Fat & Co.
Draufar, Nor. s.s., 1,102, J. Bing, 29th Oct., Bangkok 21st Oct., Rice—Aagaard, Thoresen & Co.
Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 21st Oct., Vancouver, (B.C.) 2nd Oct., and Shanghai 18th Oct., Mails and Gen.—C. P. R. Co.
Fukushyu Maru, Jap. s.s., 1,473, T. Itow, 30th Oct., Kobe 20th Oct., Gen.—O. S. K.
Haimun, Br. s.s., 1,626, J. R. Robson, 30th Oct., Fochow 26th Oct., Amoy 28th, and Swatow 29th, Gen.—D. L. & Co.
Keong Wai, Ger. s.s., 1,115, Kohler, 28th Oct., Bangkok 20th Oct., Gen.—B. & S.
Kumtong, Br. s.s., 3,400, E. J. Buller, 28th Oct., Calcutta 12th Oct., Penang and Singapore 12th Oct., Gen.—J. M. & Co.
Laertes, Br. s.s., 1,340, J. B. Jackson, 23rd Oct., Saigon 18th Oct., Rice—Chinese.
Loongang, Br. s.s., 1,102, A. G. Smith, 30th Oct., Manila 26th Oct., Gen.—J. M. & Co.
Mausang, Br. s.s., 1,644, R. Houghton, 25th Oct., Sandakan 14th Oct., Timber and Gen.—J. M. & Co.
Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept., Vancouver 20th Aug., and Hanyang 11th, Sept., Flour, Lead and Gen.—C. P. R. Co.
Neil MacLeod, Am. s.s., 901, E. Cornell, 19th June, Manila 16th June, Ballast—Barretto & Co.
N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June, Manila 9th June, Ballast—Barretto & Co.
Nichiyel Maru, Jap. s.s., 1,427, S. Natsume, 26th Oct., Kobe 18th Oct., and Moji 20th, Gen.—Mr. Fukusui.

Nikobar, Dan. s.s., 1,453, C. Rumbusch, 30th Oct., Fochow 28th Oct., Gen.—M. & Co.
Ni gpo, Br. s.s., 1,288, G. W. Eddy, 26th Oct., Vankaratu 21st Oct., Coal—M. B. K.
Orcl, Br. s.s., 2,206, G. Maddrell, 11th Oct., Moji 5th Oct., Coal—B. & Co.
Petrarch, Ger. s.s., 1,152, R. Hajje, 12th June, Saigon 7th June, Gen.—S. W. & Co.
Phuy-n, Fr. s.s., Ducroire, 31st Oct., Bangkok 21st Oct., Gen.—B. & Co.
Progress, Ger. s.s., 687, H. Pahren, 25th Oct., Quinhon 22nd Oct., Salt—S. & Co.
Prosper, Nor. s.s., 925, K. Laussen, 26th Oct., Moji 21st Oct., Coal—Aagaard, Thoresen & Co.
Quarta, Ger. s.s., 1,145, H. Madsen, 29th Oct., Swatow 28th Oct., Gen.—O. S. K.
Rubi, Br. s.s., 1,611, R. W. Almond, 30th Oct., Manila 27th Oct., Gen.—S. T. & Co.
Sarasogan, Am. s.s., 428, Vitteria, 7th Sept., Manila 4th Sept., Ballast—Order.
Shoshu Maru, Jap. s.s., 999, S. Nemoto, 30th Oct., Swatow 29th Oct., Gen.—O. S. K.
Soudan, Br. s.s., 1,407, S. D. B. Lockyer, R.N.R., 29th Oct., Southampton and Singapore 31st Aug., Govt. Store—Admiralty.
Taikoson Maru, Jap. s.s., 3,216, K. Shimidzu, 27th Oct., Moji 21st Oct., Coal and Cement—M. B. K.
Taiwan, Br. s.s., 1,040, J. A. Manlio, 15th Oct., Saigon 9th Oct., Gen.—Wing Sing.
Tajnan, Br. s.s., 2,300, C. Liedberg, 26th Oct., Sydney 9th Oct., and Manila 24th Oct., Gen.—B. & S.
Taurugisan Maru, Jap. s.s., 3,489, U. Nagatsu, 27th Oct., Kuchinozu 21st Oct., Coal—M. B. K.
Victoria, Swed. s.s., 989, J. A. Hallberg, 21st Oct., Pohlulogan and Sourabaya 8th Oct., Sugar—Aagaard, Thoresen & Co.
Yawata Maru, Jap. s.s., 2,366, T. L. Harrison, 26th Oct., Nagasaki 26th Oct., Gen.—N. Y. K.

Yuna, Am. s.s., 1,460, H. Nelson, 16th Oct., Moji 14th Oct., Ballast—Yong Chung.

SAILING VESSELS.

Eclipse, Br. bk., 1,968, J. McBryde, 2nd Oct., Canton 1st Oct., Ballast—S. O. Co.
Esakoni, Br. ship, 1,670, Wm. McBurnie, 12th Oct., Manila 13th Sept., Ballast—Order.
I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug., Manila 15th Aug., Ballast—A. K. & Co.
Prince George, Nor. bk., 472, A. R. Anderson, 18th Oct., Manila 26th Sept., Old Iron—Order.
S. P. Hetchcock, Am. ship, 2,086, S. L. Zentz, 1st Sept., Manila 20th Aug., Ballast—A. K. & Co.

Steamers Expected.

Vessel	From	Agents	Dw
Kamakura Maru	Singapore	N. Y. K.	Nov. 1
Malta	Singapore	P. & O.	Nov. 2
Eastern	Singapore	G. L. & Co.	Nov. 2
Den of Kelly	Singapore	D. & O. Ld.	Nov. 3
Rhenania	Singapore	H. A. L.	Nov. 4
Arabia	Portland	P. & A. Co.	Nov. 4
Princess Alice	Japan	M. & Co.	Nov. 4
Ulloa	Colombo	M. & Co.	Nov. 7
Aithian	Vancouver	C. P. R. Co.	Nov. 15

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
H.M.S. Taku at Kowloon Dock.
Montana " " " " " "
Fathana " " " " " "
Sorsogon " " " " " "
Johanne " " " " " "
Charles Hardouin " " " " " "
Chowai " " " " " "
Sabre " " " " " "
Devawongse " " " " " "
Hygeia Cosmopolita
Taiwan " " " " " "
Chinkai Maru Aberdeen

SHANGHAI DOCK.

Ichang 24th October.
Ella International Dock.

Ships Passed The Canal.

18th September—Caldonia, Idomeni, Athlis, Sunda, 2nd October—Glanturri, Armand Behic, Benmore, Delf of Kelly, Mennon, 6th October—C. Ferd Latis, Erzherzog, Franz Ferdinand, Polyphemus, Promethus, Tonkin, Hakoda Maru, Kamakura Maru, 9th October—Formosa, Sachsen, Myrmidon, 12th October—Alcinous, Hyson, Java, Polynesian, Sileria (Ger.), Rhenania, 16th October—Bismarck, Benwofen, Dione, Fashawar, Saxonia, Albin, Berland, Cardenas, 19th October—Andalusia, Ernest Simon, Prinz Heinrich, Oceana, Sado Maru, Atholl, Iyo Maru, 23rd October—Glenroy, Promethus, 26th October—Glaucus, Nubia, Salazie, Montgomerystre, Siberian.
Arrivals at Home—25th September—Amoria, Nordkap, 28th September—China, 1st October—Nubia, 2nd October—Wakana Maru, Prinz Eitel Friedrich, Alister, Grelitz, 6th October—Yamato, Caladonia, Patroclus, 12th October—Achilles, Hakoda Maru, 15th October—Sunda, 16th October—Glanturri, Sileria, Sachsen, 20th October—Polynesian, Schuykhill, 23rd October—Idomeni, Polyphemus, 26th October—Dione, Indragura, Sado Maru.

CHINA COAST METEOROLOGICAL REGISTER.

October 30th, 1906, a.m.
Bar. Ta. Hu. Wind Wt.
Vladivostok 7 a.m. — — — — —
Nemuro 6 a.m. — — — — —
Hakodate 6 a.m. — — — — —
Kochi 30.14 — — — — —
Nagasaki 30.11 — — — — —
Kagoshima 30.12 — — — — —
Oshima 30.01 — — — — —
Naha 29.97 — — — — —
Choshiyama 29.93 — — — — —
Chefoo 6 a.m. — — — — —
Weihawei 9 a.m. — — — — —
Hankow 6 a.m. — — — — —
Kinkiang 6 a.m. — — — — —
Shanghai 6 a.m. 30.00 68.95 ESE 1 f
Guttsell 6 a.m. 30.02 68.95 ESE 1 cm
Sharp Peak 29.90 74.00 0 b
Amoy 6 a.m. 29.97 72.05 SE 7 f
Swatow 29.89 74.00 E 4 c
Taichow 29.91 — — — — —
Tientsin 29.94 — — — — —
Taku 29.94 — — — — —
Pescadore 29.92 — — — — —
Canton 29.91 — — — — —
Hongkong 29.95 76.92 ENE 4 obq
Victoria Peak 29.96 74 E 2 0
Macao 29.96 74 E 2 0
Hoihow 9 a.m. — — — — —
Pakhoi 10 a.m. — — — — —
Poulsen 10 a.m. — — — — —
Thauran 10 a.m. — — — — —
C. St. James 10 a.m. — — — — —
Aparri 10 a.m. — — — — —
Manila 10 a.m. — — — — —
Legaspi 6 a.m. — — — — —
Bacolod 6 a.m. — — — — —
Hilo 29.85 83 — — — — —
Cebu 29.87 84 — — — — —
Labuan 29.88 79 — — — — —

October 31st, 1906, a.m.

Vladivostok 7 a.m. — — — — —
Nemuro 6 a.m. 30.12 — — — — —
Hakodate 30.01 — — — — —
Tokio 30.15 — — — — —
Kochi 30.14 — — — — —
Nagasaki 30.12 — — — — —
Kagoshima 30.12 — — — — —
Oshima 30.01 — — — — —
Naha 29.97 — — — — —
Choshiyama 29.93 — — — — —
Weihawei 9 a.m. — — — — —
Hankow 6 a.m. — — — — —
Kinkiang 6 a.m. — — — — —
Shanghai 9 a.m. 30.02 67.89 WNW 1 cm
Guttsell 29.96 69.95 WNW 3 cm
Sharp Peak 29.90 74.00 0 0
Amoy 6 a.m. 29.98 74.86 NE 1 0
Swatow 29.88 74.00 E 1 dh
Taichow 29.94 — — — — —
Tientsin 29.94 — — — — —
Taku 29.94 — — — — —
Pescadore 29.91 — — — — —
Kunshun 29.91 — — — — —
Pescadore 29.91 — — — — —
Canton 9 a.m. 29.97 80.78 NE 1 c
Hongkong 29.95 79.83 E 2 c
Victoria Peak 30.00 78 SE 1 c
Macao 30.00 78 SE 1 c
Hoihow 9 a.m. — — — — —
Pakhoi 10 a.m. — — — — —
Poulsen 10 a.m. — — — — —
Thauran 10 a.m. — — — — —
C. St. James 10 a.m. — — — — —
Aparri 6 a.m. — — — — —
Manila 10 a.m. 29.84 79.84 NE 1 0
Legaspi 6 a.m. — — — — —
Bacolod 6 a.m. — — — — —
Hilo 29.81 — — — — —
Cebu 29.86 81 — — — — —
Labuan 29.90 78 — — — — —

Post Office.

A Mail will close for:

Nagasaki, Kobe and Yokohama—Per Benadir, 1st Nov., 9 A.M.
Hoihow and Haiphong—Per Hanol, 1st Nov., 9 A.M.
Swatow—Per Haimun, 1st Nov., 11 A.M.
Saigon—Per Flume, 1st Nov., 11 A.M.
Macao—Per Flume, 1st Nov., 11 A.M.
Hoihow—Per Chongshing, 1st Nov., 3 P.M.
Hoihow and Haiphong—Per Mathilde, 1st Nov., 5 P.M.
Swatow, Amoy, Fochow and Shanghai—Per Soim Varu, 1st Nov., 5 P.M.
Kwong-chow-wan and Chichom—Per Katsuburg, 1st Nov., 5 P.M.
Swatow and Tamsui—Per Quarta, 1st Nov., 5 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Yawata Maru, 2nd Nov., 11 A.M.
Singapore, Penang and Colombo—Per Habsburg, 2nd Nov., 11 A.M.
Tientsin, Chefoo and Newchwang—Per Hanyang, 2nd Oct., 11 A.M.
Macao—Per Hanyang, 2nd Nov., 11 P.M.
Shanghai—Per Kwanglee, 2nd Nov., 3 P.M.
Macao—Per Loongang, 2nd Nov., 3 P.M.
Amoy and Manila—Per Rubi, 2nd Nov., 4 P.M.
Swatow, Amoy and Anping—Per Fukushyu Maru, 2nd Nov., 5 P.M.
Europe, &c., India, via Taiti—Per Simla, 3rd Nov., 11 A.M.
Macao—Per Hanyang, 3rd Nov., 11 P.M.
Singapore, Penang and Calcutta—Per Kum-sang, 3rd Nov., 3 P.M.
Shanghai—Per Shaohsing, 3rd Nov., 3 P.M.
Sandakan—Per Hanyang, 3rd Nov., 3 P.M.
Ningpo and Shanghai—Per Ningpo, 3rd Nov., 3 P.M.
Swatow, Amoy and Tamsui—Per Jishin Maru, 3rd Nov., 9 A.M.
Shanghai, Kobe and Yokohama—Per Rhenania, 5th Nov., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 6th Nov., 11 A.M.
Prinsep Alia, 1st Nov., 11 A.M.
Manila—Per Zafra, 1st Nov., 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiyuan, 12th Nov., 3 P.M.

VISITORS AT THE HOTELS.

Bindar, F. Bruder, G. Durieux, G. Gilbert, G. Heist, C. Houzelle, I. A. Klatt, H. Munro, Miss A. Regatras, Gaston, R. H. and Mrs. A. and 2 children, Stillier, A.

ACCIDENTAL.

Downing, Mr. and Mrs. T. C. and infant Dunlop, G. A. Einarsson, W. Fischer, H. J. Fisher, H. G. Fleischer, H. G. Franklin, C. B. Frost, B. D. Fuller, Stuart J. (American Vice Consul General) Fuller, Denman Valen, C. E. V. Vernon, Mr. and Mrs. Gibbon, A. Griffith, D. P. and J. Y. V. Chinese servant Vernon, Miss

His Britannic Majesty's Ships on the China Station.

NAME	CLASS	TONS	GUNS	L.H.F.	CAPTAIN	LAST REPORTED AT
Vincity	dispatch vessel	1,700	4	3,000	Comander E. La T. Leatham	Hongkong
Astron	cruiser, 1st class	4,360	10	7,000	Captain C. L. Vanehan-Lee	Wahai
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtze
Bismarck	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtze
Cadmus	ship	1,070	6	1,400	Comander B. L. Majendia	Shanghai
Cleopatra	water tank and tug	300	—	300	—	Hongkong
Clio	ship	1,070	6	1,400	Comander C. D. S. Raikes	en route Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	Hongkong
Fame	torpedo boat destroyer	300	6	5,700	Lieut.-Commander Hughes	Hongkong
Flora	cruiser, 1st class	4,360	10	7,000	Captain H. Grant-Dalton	en route Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Mis Bay
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	en route Hongkong
Janet	cruiser, 1st class	9,800	13	22,000	Lieut.-Commander W. H. Darwall	Mis Bay
King Alfred	cruiser, 1st class	14,100	18	30,000	Captain S. V. Y. de Horsey	Yangtze
Kinsba	river gunboat	616	4	1,200	Captain C. F. Thurbay	Yangtze
Monmouth	cruiser, 1st class	9,800	14	22,000	Lieut.-Commander Percy Crabtree	Hongkong
Moore	river gunboat	180	2	800	Captain J. A. Tuke	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander Robert E. Vaughan	en route Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander C. J. Kiddie	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander C. J. Walcott	West River
Saunders	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	Yangtze
Saunders	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyse	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Comander H. P. Williams	Hongkong
Tamara	receiving ship	4,000	2	5,000	Lieut.-Commander E. Secrestan	Yangtze
Teal	river gunboat	180	2	800	Lieut.-Commander R. M. R. West	Yangtze
Thistle	river gunboat	710	6	900	Lieut.-Commander Stevenson	en route Hongkong
Vijaya	torpedo boat destroyer	355	6	6,300	Comander R. W. Glennie	Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander C. E. L. Thomas	en route Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander G. B. Spicer-Simson	Yangtze

